

SEVERE STORMS

Blocking Traffic and Entailing Great Loss of Property

IN FAR WESTERN STATES.

DENVER, Colo., Oct. 26.—A severe snow storm, accompanied by a high wind from the north, began here last night and continued with increased fury before noon. The weather is not cold and the snow is not drifting. Electric cars were unable to run this morning, and Denver people experienced much inconvenience.

Mayor McMurray has ordered the electric light plant closed down on account of the danger from broken and crossed wires.

Aside from the tremendous inconvenience caused to the public and to private interests, the storm of last night and today has wrought an intrinsic damage in the city of Denver and its suburbs that is conservatively estimated to be in excess of \$100,000.

Of course, should the storm continue several days the damage will multiply many times. The estimate of damage includes only the semi-public concerns, such as the electric light, telephone, telegraph and street car companies. It is to the wires and poles that the greatest harm has been done. City Electrician Stern said this afternoon that probably 1,000 poles were down in Denver alone, and upward of 4,000 miles of wire.

General Manager Field, of the Colorado Telephone Company, estimated the present damage to the system at \$20,000. It would be greater, he said, but for the fact that in the central portion of the city, the company had recently placed many of its wires underground.

RAILROADS BLOCKED.

With the exception of the Rock Island, the Kansas Pacific, the Colorado Central and the Juleburg & South Park branches of the Gulf railroads leading into Denver, have been completely blocked all day. Snow plows have been brought into active service on all lines, but the tracks become covered with snow again soon after they were cleared.

The storm was most severe and the greatest trouble was experienced by the railroads between Denver and Pueblo. All freight trains have been annulled to enable the roads to handle passenger cars without any more delay than is absolutely necessary.

A message from Colorado Springs stated that the snow and sleet were blowing so furiously that it was impossible to see across the street.

Leadville had slight snowfalls last night, but none to-day.

The storm came so suddenly that ranchmen did not have an opportunity to shelter their stock, but the fall in temperature is now considered by experts great enough to endanger the lives of cattle. The city is in darkness to-night as the mayor compelled the electric light company to cut off all its circuits on account of their dangerous condition.

The health department is of the opinion that the storm will prove of inestimable benefit in the killing of the late germs of disease.

CRIPPLE CREEK, Colo., Oct. 26.—

Not in years has there been such a blizzard here as that which prevails at the present time. High winds that come in streaks like waves of a typhoon are drifting the snow and making sidewalks in places impassable. Traffic on railroads is suspended and telephone wires are down. Cattle are choked with snow and it is impossible to see one hundred feet on account of the blinding storm. Considerable damage to property has occurred. Mining operations are seriously impeded by the storm, which has been raging fourteen hours, and continues furiously with no sign of abatement. The weather is very cold and it is feared there will be great suffering among the poor.

Blizzard in Nebraska.

OMAHA, Neb., Oct. 26.—The warmest month of October ever experienced by white men in this region is closing in a blizzard. Rain began falling in western Nebraska and South Dakota last night, turning to snow and continuing all night. Dispatches from Valentine are to the effect that heavy snow has fallen there, while in the western end of the state the railways are having trouble in moving trains. Snow has fallen in the Black Hills, and in Central South Dakota cold rains have put a stop to threshing.

ATLANTIC COAST STORM

Still Raging—Many Vessels Wrecked or Disabled—Tides Running High.

PHILADELPHIA, Oct. 26.—While the northeast hurricane on the middle Atlantic coast has abated in fury to-night sharp squalls are still blowing around the Delaware capes and enormous tides are reported all along the bay and river.

The list of maritime casualties grows larger as further details of the gale's havoc are received. The Italian bark Francesco R., which sailed from this port October 18 for Oporto, went to pieces at fourteen foot bank, eighty miles below the city. The vessel's master, Captain Callinayo, and eleven of the crew of twelve men reached this city to-night after a day and night of thrilling escapes from death. The twelfth man of the crew, Marion Castellano, seaman, refused to leave the ship and in all probability is lost.

Many other vessels have been disabled or beached.

At Atlantic City the storm has about ended but the city is still cut off from outside communication. The steamer P. E. Roy, sent to Pleasantville to get the mail, stranded on the meadows and the mail and passengers aboard were transferred to a yacht. The railroads expect to run their trains by to-morrow night or Thursday morning. The life saving station at Brigantine reports that a part of the station, where the trolley line and part of Smith's hotel have been wrecked.

CAPE MAY, N. J., Oct. 26.—The tide at 9 o'clock, high water, covered as much territory as yesterday, excepting

that it did not reach the front of the

Stockton hotel, while covering the land on the other three sides of the structure. The tide about 8:30 broke over Madison avenue in three places and a half hour later covered that thoroughfare at every point. The tide has eaten away a portion of the drive in front of the Pennsylvania railroad excursion houses and washed over Poverty Beach, north of Madison avenue for a stretch of three-quarters of a mile. The waves are washing across the meadow for a mile and breaking within two hundred yards of Washington street in the north part of the town.

At Cape May Point the waves are still eating away the bluff and at South Cape May the only places left are the main parts of the houses themselves.

NEW YORK, Oct. 26.—The unusually high tide which caused much damage along the Long Island New Jersey coast yesterday, receded to-day and further damage is not anticipated. The railroad tracks are still submerged in some parts of northeastern New Jersey, and to-day trains do not yet cross the meadows near Atlantic Highlands.

No trains were running to-day on the New Jersey Southern railroad near Seabright, as sand and wreckage covered the track.

POSTMASTERS SELECTED.

Senator Elkins and Congressman Dayton Agree on Remaining Presidential Post-Office Appointments for the Second District—Why the Fairmont Appointee Was Selected.

SPECIAL DISPATCH TO THE INTELLIGENCER.

PHILIPPI, W. Va., Oct. 26.—On Wednesday last, at Elkins, Senator Elkins and Representative Dayton, of this congressional district, held a consultation for the purpose of determining upon and settling the unsettled presidential postmasterhips in the district. The cases that remained undecided were gone over carefully and conclusions were reached as follows:

For the office at Charles-Town, Jefferson county, L. D. Getzsdanner will be recommended; for Piedmont, J. F. Harrison; for Martinsburg, Alex. C. Hannon, whose selection has heretofore been announced; for Fairmont, A. Howard Fleming; for Morgantown, Mr. J. P. Fleming; for Davis, S. W. Thompson.

The following presidential postmasters in the Second district have already been announced and the appointments made: Shepherdstown, W. A. Chapline; Harper's Ferry, R. G. Grove; Grafton, James W. Holt; Elkins, J. A. Posten; Mannington, J. D. Huey. There are two remaining presidential offices in the district (Keyser and Romney), which will be decided later on.

In regard to the Fairmont office, the selection was more difficult to arrive at than in any of the others owing to the even strength of the good men who were applicants. Senator Elkins and Mr. Dayton carefully considered the claims of all. Editor Powell, because of his long and well known party service, W. E. Arnett, chairman of the Republican county committee, whose sterling character and hard work for the party in Marion county are so well known, and Major Howard Fleming, all seemed to be equally strong as any three men could be, and about the only thing that turned the scale in Fleming's favor was an exceptionally strong letter from the venerable Governor Pierpont in his favor. It is stated on good authority that it seemed to the senator and Mr. Dayton impossible to turn down the last request of a political character that the aged father of West Virginia will probably ever make. It also appears that Mr. Fleming presented a paper signed by Mr. forty Flemings, all Republican voters in and about Fairmont, where the Fleming family is large and influential.

At the Elkins conference it was decided that when the Berkeley Springs office becomes a presidential office at an early day W. H. Somers will be recommended for appointment.

NEW YORK MAYORALTY.

George's Forces will not Invite Bryan. Tracy's Election Predicted by 30,000 Plurality—Bourke Cockran to Speak for Him

NEW YORK, Oct. 26.—The campaign committee of the Henry George forces decided to-night after a long meeting, not to formally invite William J. Bryan to come to New York.

The literary and artistic friends of Henry George are arranging for a public meeting in the Carnegie Lyceum, at which literature, art and the drama will be represented. The purpose of the meeting will be to show the interest taken in the candidacy of Mr. George outside of labor circles.

After an hour's conference to-day, with all the district leaders in the Republican headquarters, Chairman Quigg announced that General Tracy's election is now absolutely certain and he claims a plurality of 30,000.

Bourke Cockran has announced that he will take the stump for General Tracy and the Republican city ticket. Whoever shall be the victor in the mayoralty contest will win by a plurality vote only. The total vote may be 525,000. The secretary of the Citizens' Union asserts that Low will win with 190,000; Van Wyck receiving 135,000, and Tracy and George 100,000 each. The Republican claim is of 210,000 for Tracy, 145,000 for Van Wyck; 90,000 for George, and 60,000 for Low.

Pensions and Postmasters.

SPECIAL DISPATCH TO THE INTELLIGENCER.

WASHINGTON, Oct. 26.—Samuel Ayres has been appointed postmaster at Ayers, Calhoun county, W. Va. Pension certificates have been issued to West Virginia pensioners as follows: Original—Michael O'Mara, Huntington; William F. Nichols, Buffalo; Simon A. Bisher, Peyton. Supplemental—Samuel Baker, Haddonsville; Walburga Miller, Wheeling; Nancy James, Terra Alta.

Other certificates are: James L. Garrison, original pension, Jollytown, Pa.; John K. Eddy, re-issue, Bellefleur, Ohio; minors of Robert McCallan, Bellefleur, Ohio; Samuel I. McCann, increase, Wayneburg, Pa.

Yellow Fever Record.

NEW ORLEANS, Oct. 26.—Past the half century mark the number of cases of yellow fever has been reduced to one. The deaths at that time had not been so numerous, but they had reached five. The new cases were developed from various sections of the city. There is no longer any attempt to establish fact. Cases appear where there has never been fever before, and the doctors say simply that the germs are flying around, and that cases are not to be restricted by municipal or geographical boundaries.

At Montgomery, Ala.—Ten new cases, one death.

At Mobile, Ala.—Three new cases and no deaths in the past ninety-six hours.

At Memphis—Seven new cases, but no deaths.

EIGHTEEN BODIES

Recovered from the Wreck on the New York Central.

THE RAISING OF THE DAY CAR

Disclosed the Mutilated Form of one of the Victims of the Awful Disaster—The Miscellaneous Contents Including Wearing Apparel Showed that the Occupants Made a Wild Rush for Their Lives. Fireman Tompkins' Body Came up with the Engine—He was Driven into the Mud so Deeply that Divers Could not Locate Him—Express Valuables Found Intact.

GARRISONS, N. Y., Oct. 26.—Twenty lives are now known to have been lost in Sunday's accident on the New York Central railroad and eighteen bodies have been found. The body of an unknown man was recovered to-day as well as that of the fireman. The day coach of the ill-fated train was raised to-day and in it was found a body not hitherto included in the list of the dead. The engine was also brought to the surface and with it the body of the fireman, John Q. Tompkins, tightly wedged between two masses of iron in front.

For some hours and prior to the raising of the day car, it was believed that no more bodies would be found. Shortly after 3 o'clock the large derrick brought up the day coach from the bottom of the river where it had lain completely submerged since the day of the wreck. Slowly the great mass rose out of the water and it was seen that but for the mangled-in rear end and a hole in the roof, the car was intact, and it seemed hardly possible that any large number of occupants could have escaped. When the water had drained out of the car those watching the operation saw at one of the windows a human hand and just beyond the feet sticking out from under one of the seat tops. The wreckers tore aside the debris and soon had the body out. No more bodies were found.

SEVENTEENTH BODY FOUND.

The body removed, the seventeenth since the wreck and the twentieth known victim, was that of a man thirty-five years of age, dark, with a dark, short mustache. He was dressed in a gray woolen outing shirt, dark blue vest and trousers, a black neck-tie and yellow socks. The shoes had been removed and so had the coat, and it was evident that the man had been sleeping in the seat when death came. Whether he was killed by concussion or whether he was drowned will never be known. In one of the pockets of the vest was a wallet containing sixteen dollars, six ten dollar bills, a two dollar bill and a casualty insurance company ticket, such as is sold at railroad stations. It was made out for the usual sum of \$2,500 in cash in case of death, but very curiously the name, or rather the last names of both payer and beneficiary are missing. The card read, so far as could be deciphered: "Ike R." as the purchaser's name and "Mrs. E." as the person to whom it was to be paid. The railroad officials are of the opinion that the man boarded the train at Rochester, as the hour of the purchase of the insurance card is marked nine o'clock, and Rochester is the most probable station where, to catch the train, it could have been purchased at that hour. The body was taken to the coroner's office at Cold Springs.

The contents of the car, other than the body, showed that the people had made a rush for their lives. There were women's shoes and hats, six men's hats, a woman's coat, eight grips of various kinds, two men's coats and many small garments.

Another interesting event of the day was the raising of the express car, from which it was alleged that a large sum of money had been lost by the dropping to the river bottom of a small safe. General Superintendent Van Valkenburg, of the American Express Company, was present. When the car came to the surface it was seen that it was the most badly damaged of any that had yet been taken out. One-half of the car had been entirely demolished and washed away. As soon as possible the car was searched by inventory, and then Mr. Van Valkenburg gave out this statement:

EXPRESS VALUABLES SAFE.

"None of the valuables in the car were lost. The big dynamite proof safe was intact and fastened to the wall in its proper place. The small safe, which it was thought might have dropped out of the broken car, we found in a corner, and the only thing of value known to be missing is a small package of jewelry. Of course, all of the merchandise in the car had been destroyed, but we have luckily found most of the bills of lading, and settlement will be easily made. The wonder to me is how Agent Miller ever got out of the car the way it was smashed up."

The engine was dragged out of the river to-night just before dark, and President Chauncey M. Depew and the three railroad commissioners with assistant secretary McEntee, saw the operation. The divers had located the tender early in the afternoon and brought it up without its trucks. The engine was worked upon for several hours, the divers finding it almost impossible to get the heavy chains under it as it had gone so far in the mud. When, shortly after 5 o'clock, it came to the surface of the river, it was seen that the trucks were missing and that the front of the boiler and the gears were smashed into an unrecognizable mass. As the great machine came to light one of the men on the lighter saw clothes dangling from the front and when the lanterns could be brought to bear it was found the rags covered a human body. The body was wedged in front of the boiler where the engine number plate is, and it had to be dragged out. It was put on a train at once and sent to Cold Springs to the coroner's office. Tompkins was dressed in his working suit. There is some speculation as to how Tompkins came to be on the front of the machine.

FIREMAN WEDGED IN MUD.

The engine must have gone many yards through the water at terrific speed, and the supposition is that the engineer and fireman were both to the rear of the engine. The theories to-night are either that the first terrible lurch from the banks threw him forward through the cab window, and that the head of the engine caught him and carried him down into the water and mud, or else that he was on the front of the engine attending to the

headlight or oiling when the crash came. However it was, one thing is certain, the ponderous machine drove him into the mud so deeply that he was not visible to divers when they walked around it.

The fact of the finding of the fireman's body to-night in the position in which it lay, has led to the belief that the engineer's body is somewhere in the locality, probably under the engine. If the raising of the trucks of the engine and tender in the morning do not bring to light the bodies of Engineer Foyle and young McKay, dredges will be put to work in the vicinity to see whether they are buried in the mud. All that remains as a reminder of the wreck here now with the exception of the wrecking machinery, are the broken-up and burned cars on the river bank.

The fact that the front trucks of the engine are yet in the river, precludes any possibility until to-morrow of determining whether a broken truck caused the accident.

Superintendent McCoy, of the New York Central, said to-night that the story told by a section boss to the effect that he had left the road because of its unsafe condition, was a falsehood, and that the man who told it had been discharged for drunkenness. McCoy also denied the statement that the road-bed at the scene of the accident was known to be in bad shape. He said: "The entire road has lately been looked over and repaired and the cause of the accident is a mystery."

President Depew and the three railroad commissioners went back to New York to-night and would give out no interviews.

FATAL WRECK

On the Norfolk & Western Road—An Engineer's Horrible Death—Planned Under the Engine He Lived an Hour and a Half.

SPECIAL DISPATCH TO THE INTELLIGENCER.

WELCH, W. Va., Oct. 26.—Norfolk & Western passenger train No. 12 was wrecked three miles above this place at 4 o'clock this evening, caused by a broken rail.

The train was late and running at a high rate of speed. The engine, baggage car and two empty coaches plunged over an embankment twenty feet high. Fireman Frank Biggs had one arm crushed off and was injured internally. Baggage-master Norris had all of his teeth knocked out. Engineer Andy was plied under his engine and could not be removed or relieved in any manner. He lived one hour and a half and died in this position. His home was in Bluefield.

The coupling broke between the empty cars and the last two coaches, which were well filled with passengers, and it was all that saved them.

WILD TALK

From an Iowa man who claims to have been swindled out of \$15,000.

CHICAGO, Oct. 26.—"If I do not get my just deserts I may become a second Charles Guiteau, and there will be serious trouble for President McKinley," said a man who gave the name of George Scholder, of Otter Creek, Iowa, in Senator William E. Mason's law office to-day.

Scholder said a few years ago he was the owner of a large tract of land in eastern Kansas, and he was swindled out of it through litigation, and now he wants the President to assist him in regaining the property. He said he had come to Chicago in the hope of securing the sympathy of some prominent attorney, but had been unsuccessful. He had called on Senator Mason in order to persuade the latter to assist him in securing what he wanted from the President. The senator is not in the city.

Another appointment was made with the man on the supposition that he was a crank and detectives were sent for, but Scholder did not show up again. Those who saw him say he did not have the appearance of a crank. He had been in Chicago three weeks, penniless and on the verge of starvation. Scholder said he had a daughter living in Fort Scott, Kansas, and if he did not go to Washington he would return to Kansas.

TOLD IN A FEW LINES.

Yesterday's session of the cabinet was devoted to Secretary Gage's forthcoming report. Spanish-Cuban affairs were not mentioned.

Dr. Godfrey Hunter, of Kentucky, it is understood, has accepted the mission to Guatemala, and will be appointed soon after the election in Kentucky.

By the explosion of a boiler on a grain elevator, at Evansville, Jacob Macer was killed and five men were injured. The boat was broken in two and sunk.

The Pennsylvania Tennessee centennial commission has abandoned its proposed trip to Nashville, and covered \$19,000 of the \$20,000 appropriated by the legislature into the treasury.

The reason the czar of Russia refused to receive the Duke and Duchess of Baden was that the crown prince of Baden wooed the czar's sister-in-law, but was rejected, and the affair left a coolness between the two courts. No politics in it.

Because of the protests of the labor unions, which fear the competition of the Marine band, the secretary of the navy has revoked the permission which he gave the organization some time ago to go to Chicago to furnish music for the house show next week.

Thomas Monahan, while crazed with drink, shot Joseph Gaubier, an employe of the Grand Trunk railroad, at Goshen, New Jersey, killing him instantly. Monahan also shot Selectman Gates, of Goshen, probably fatally injuring him. Later another body was found, which, it is believed, is that of the third victim of Monahan's fury. The murderer was arrested.

Robert J. Campbell, formerly general manager of the Baltimore & Ohio railroad, has brought suit in the United States court at Indianapolis against Oscar Murray and J. K. Cowan, receivers of the Baltimore & Ohio, for \$10,000. Campbell claims that he was to act as general manager for a specified time, and that he was removed before the expiration of the agreement.

Silas R. Gray, who has served fourteen years of a life sentence in the Pittsburgh penitentiary for the supposed murder of Mrs. Mary McCready at Salisbury, Westmoreland county, Pa., was yesterday released from prison on a pardon issued by the governor, because it had been proven that another committed the deed. The ex-prisoner left for his home in Indiana county last night.

WON'T GIVE IT AWAY.

Spain Refuses to Furnish the Text of its Recent Note

TO U. S. MINISTER WOODFORD.

It is Officially Announced Though, That the Spanish Reply is Marked Through-out by an Energetic Tone—it is Thought that the Contents of the Document will not be Divulged Until the Meeting of Congress—The Autonomist Policy will be a Dead Failure in Cuba—Conservatives on the Island Have Washed Their Hands of Consequences that May Follow its Inauguration.

MADRID, Oct. 26.—The Spanish government refuses to furnish for publication of the note of Spain which has been handed to the United States minister here, General Stewart L. Woodford, as an answer to the communication which the general placed in the hands of the Duke of Tetuan early in September last, when the latter was minister for foreign affairs, on the subject of the insurrection in the island of Cuba.

The United States minister admits having received Spain's reply to the note of the United States, but he declines to discuss the matter beyond saying that the text of the Spanish answer will be immediately transmitted to Washington.

From other sources it was learned that the officials of the United States legation were engaged to-day in translating Spain's answer, and it was reported that the United States minister would cable to Washington to-day the full text of the Spanish note.

Although the government of Spain will not give out the text of its reply to the United States on the subject of Cuba, it was officially announced that the reply of the Spanish minister for foreign affairs, Senor Cullon, is on the following lines: It expresses regret over the fact that the insurrection in Cuba "receives support from frequent American filibustering expeditions," and that otherwise the rebellion in Cuba would possibly not exist. It is hoped by the Spanish government that by granting autonomy to Cuba and the withdrawing of American support of the insurgents the insurrection will shortly be ended.

According to the report in official circles here, the United States minister will confine himself to acknowledging the receipt of the Spanish reply, and, after forwarding it to the United States government, will request instructions from Washington before proceeding any further in the matter.

It is not expected that the text of the answer of Spain will be published here before the senate has had the opportunity of deliberating upon it, and therefore it is understood that the text of the document may not be published in the United States until after the re-assembling of Congress.

But, before Congress re-assembles, (the first Monday in December, otherwise December 6), it is expected by the Spanish officials here that the condition of affairs in Cuba, so far as the insurrection on that island is concerned, will have considerably improved, and that, therefore, the whole question will have assumed a brighter aspect.

Finally, it is announced from official sources, the Spanish government has determined to actively pursue a new policy towards Cuba, and to take more energetic military action against the Cuban insurgents.

Senor Puigcerver, the Spanish minister of finance, is quoted as saying that the funds of Spain will soon be exhausted if a new loan is not made, the Cuban war having cost the government 45,000,000 pesetas monthly.

AUTONOMY DOOMED.

Disensions Among Autonomist Leaders, and Conservatives Dead Against It. Death of Insurgent General Castillo.

HAVANA, Oct. 26.—The failure of the autonomist policy of the new Spanish cabinet seems more and more apparent every day. Disensions are known to exist among the autonomist leaders, and the Conservatives, have pronounced themselves strongly opposed to the granting of an autonomist form of government to Cuba, and have, so to say, washed their hands of the consequences which may follow if the government at Madrid persists in carrying out the plans of Premier Sagasta.

It appears that a Spanish force engaged in escorting a convoy protesting against the Boqueron branch of the insurgent force, reinforced by the insurgents under General Castillo. The extreme advance guard of the Spanish troops, the official report continues, surrounded the insurgents and compelled them to retreat, and eventually took refuge in the hills. There the insurgents were pursued from hill to hill by civil guards, and eventually General Castillo fell, with three others, suffering from bullet wounds. In the midst of the fight, it is further officially reported, Captain Medel, of the Spanish troops, cut down and killed Romero, the insurgent leader. The Spaniards captured several good horses, including the horse ridden by General Castillo. They were brought to the palace to-day. A machete and belt, the former having a silver handle, inscribed "March 4, 1897," fell into the hands of the government troops.

March 4, it is pointed out, was the date the insurgents entered this province. Finally, the troops obtained possession of a valuable new dagger and a Smith & Wesson revolver, and a book, printed in English, having in it a note from the insurgent captain, Mario Diaz, giving details of the death of the insurgent leader Domenech, and of an American named Clyde.

The wife and children of Castillo are understood to be living in New York. After the body had been formally identified, the remains of General Castillo were interred at 12 o'clock to-day in the cemetery at Colon. The general had a machete wound on his neck and a bullet wound in his right knee, both of which had healed up. In addition to the ones which caused his death.

The remains of the general were interred in the elegant uniform of an insurgent general.

THE LUTGERT MYSTERY

May be Solved at Last—It is Said Mrs. Lutgert is Really Alive.

CHICAGO, Oct. 26.—"Within the past twenty-four hours we have received information that may make another trial of Lutgert unnecessary," said Attorney Albert Phelan to-day. "I will not reveal the name of my informant nor the location of the city in which she lives at present, but it is within 200 miles of Chicago, and the man is an ex-official of the place. He is positive—absolutely positive—that he has seen Mrs. Lutgert within a few days. The information, together with his identification, is starting in its directness. But we have been startled so many times by similar reports only to be eventually disappointed that I will not believe the report until I see the woman he says is Mrs. Lutgert. We are investigating the story of this informant. We have learned that he is cool-headed and reliable, and his story may at last solve the mystery. But I will believe the woman who he has identified as Mrs. Lutgert is she when Lutgert says so and her family corroborates him, and not before.

It is believed the information came from Davenport, Iowa, 185 miles west of Chicago. Soon after Mrs. Lutgert's disappearance a report reached Chicago that she was seen in Davenport, and also in Rock Island, Ill., across the river, but investigation proved the report untrue.

Attorney Phelan called at the state's attorney's office to-day to consult State's Attorney Dehen and Assistant State's Attorney McEwen with reference to the Lutgert case. Mr. Dehen, however, was not at his office, as his health has been somewhat affected by the long strain of the trial. Mr. Phelan said he would much rather have the case continued for a while, but if necessary would as soon begin to-morrow as any time. No steps looking toward an application for bail for Lutgert have been made, nor will be until after another conference between the state's attorneys and the lawyers for the defense.

HERE IS REFORM

With a Vengeance—The Wholesale Discharge of Chicago Policemen.

CHICAGO, Oct. 26.—Chief of Police Kiple to-day issued an order discharging from the force 434 policemen, and appointed in their place a like number of members of the "Star League" Democratic policemen, who had been discharged under the previous Republican administration. It is the biggest so-called "reform" issued since ex-Chief Badonch (Republican) issued his famous order No. 13, in May, 1895, discharging 587 men.

Chief Kiple's order drops from the police rolls and retires on pensions three desk sergeants, one detective sergeant and twenty patrolmen. Eight desk sergeants and 283 patrolmen were discharged outright.

Chief Kiple says the changes are made in order to put the entire department under civil service rules. The men discharged, he says, owed their appointments to political influence. All the newly appointed officers passed the civil service examinations. One notable feature of the order is that the four detectives who did the most conspicuous work on the Lutgert case are discharged. They are Detective Sergeant Walter Dean, who, it is alleged, found the gold rings in the famous middle vat of the sausage factory, and Detectives George Lang, John O'Connell and C. L. Gibbons. All of these men worked on the case under the personal supervision of Inspector Schaack (Republican). One of the patrolmen removed is Nicholas Michaels, a brother-in-law of Inspector Schaack.

The order has caused much excitement in political circles.

TO CURE CONSUMPTION.

Formula of Dr. Hirschfelder's Preparation No Secret About It.

SAN FRANCISCO, Oct. 26.—Official notice has been received by the Belgian consul, Leon Gualenit, that the minister of foreign affairs had transmitted documents concerning Dr. Joseph O. Hirschfelder's consumptive cure to the Royal academy of medicine of Belgium and that the academy had commissioned Dr. Van Lair, one of its titular members, to make an examination.

The formula for making oxytuberculin, which it is claimed makes consumption curable, is briefly stated as follows: Veal is soaked in water and its juice is then boiled and filtered. Glycerine, peptone and salt are put in the liquid which is made slightly alkaline with carbonate of soda.

In this liquid the germs of tuberculosis are grown. When they are fully developed the liquid with the germs is boiled and filtered. The resultant liquid is tuberculin.

This tuberculin is the basis of Dr. Hirschfelder's preparation. Peroxyde of hydrogen is added to it and the mixture is heated for one hundred and thirty-eight hours, at the end of which time it is oxytuberculin. This is clarified by a caustic soda solution and a portion of borax acid is put in to keep it from decomposing.

Cincinnati's Yellow Fever Case.

CINCINNATI, O., Oct. 26.—The case of yellow fever which has developed in this city is August Wilkie, a horse trader, of Montgomery, Ala., whose wife has been here about a month. Mr. Wilkie arrived yesterday and was almost immediately placed under the care of Dr. L. H. Medaris, who, knowing whence he had come, immediately reported the case to the health officer, and after examination it was decided to be a case of yellow fever in mild form. The patient was removed to the Branch hospital, where he is reported in a very favorable condition to-day, being able to sit up. The case causes no apprehension, as the conditions for the spread of yellow fever do not exist here, and if they did the Branch hospital affords complete isolation.

Union Pacific Sale.

ST. PAUL, Minn., Oct. 26.—The main line of the Union Pacific will be sold on Monday at Omaha. The notice of motion for postponement, which was taken up Thursday, has been formally withdrawn, and the sale will proceed as scheduled.

Movements of Steamships.

AMSTERDAM—Amsterdam, New York.

GLASGOW—Ethiopia, New York.

MOBILE—State